

# THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, APRIL 23, 1892.

## Commercial.

**LATEST QUOTATIONS.**  
Hongkong and Shanghai Bank.—103 per cent. prem., sellers.  
The National Bank of China, Ltd.—on £5.00 paid up.—26 1/2 per cent. dis., sellers.  
The National Bank of China, Ltd.—Founders' shares, \$200 per share, buyers.  
The Bank of China, Japan & the Straits, Ltd.—\$6 1/2 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £25 per share, sellers.  
Chinese Imperial Loan of 1884 B.—2 1/2 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C.—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E.—14 per cent. premium.  
Union Insurance Society of Canton.—\$88 per share, sellers.  
China Traders' Insurance Company.—\$61 per share, buyers.  
North China Insurance.—Tls. 355 per share, sellers.  
Canton Insurance Company, Limited.—\$103 per share, sellers.  
Yangtze Insurance Association.—\$104 nominal.  
On Tai Insurance Company, Limited.—Tls. 150 per share.  
Hongkong Fire Insurance Company.—\$82 per share, buyers.  
China Fire Insurance Company.—\$83 per share, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$33 1/2 per share, sellers.  
China and Manila Steam Ship Company.—33 per share, buyers.  
Indo-China Steam Navigation Company, Limited.—30 per cent. discount, sellers.  
Douglas Steamship Company.—\$36 per share, sellers.  
The Steam Lunch Co., Limited.—nominal.  
Hongkong and Whampoa Dock Company.—\$81 per cent. premium, buyers.  
Geo. Fenwick & Co., Limited.—\$141 per share, sellers.  
Hongkong Hotel Company.—\$40 per share, sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures.—\$50.  
The Austin Arms Hotel and Building Company, Limited.—\$7 per share, sellers.  
The Shamson Hotel Co., Limited.—\$10 per share, sellers.  
Fusion and Sunghie Dua Samantan Mining Co.—90 cents per share, sellers.  
The Rush Gold Mining Co., Limited.—60 cents per share, buyers.  
Imauris Mining Co., Limited.—\$1.75 per share, sales and sellers.  
The Balmoral Gold Mining Co., Limited.—nominal.  
Touquin Coal Mining Co.—\$160 per share, buyers.  
The Jebleu Mining and Trading Co., Limited.—\$6 per share, sellers.  
The Selama Tin Mining Co., Limited.—20 cents per share, buyers.  
London and Pacific Petroleum Co., Ltd.—£5, sellers.  
China Sugar Refining Company, Limited.—\$137 per share, sellers.  
Luzon Sugar Refining Company, Limited.—\$40 per share, nominal.  
A. S. Watson & Co., Limited.—\$17 per share, sellers.  
Cruickshank & Co., Limited.—\$10 per share, buyers.  
Hongkong Dairy Farm Co., Limited.—\$51 per share, buyers.  
The Kowloon Land Investment Co., Limited.—\$10 per share, sellers.  
The Hongkong Land Investment Co., Limited.—\$61 per share, buyers.  
The West Point Buildings Co., Limited.—\$22 per share, sellers.  
The Lakok Planting Co., Limited.—\$2 per share, sales.  
The China Borneo Co., Limited.—nominal.  
H. G. Brown & Co., Limited.—\$33 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company.—\$51 per share, buyers.  
Hongkong Rope Manufacturing Company, Limited.—\$104 per share, sellers.  
Hongkong Gas Company.—\$120 per share, nominal.  
Hongkong Ice Company.—\$70 per share, sales and sellers.  
Hongkong and China Bakery Company, Limited.—\$65 per share, nominal.  
The Hongkong Brick and Cement Co., Limited.—\$10 per share, nominal.  
The Green Island Cement Co.—\$81 per share, sellers.  
The Hongkong Electric Light Co., Limited.—\$41 per share, buyers.  
The Hongkong Steam Laundry Co., Limited.—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited.—\$50 per share, sellers.

## Exchange.

On London—Bank, T. T. .... 2/6 1/2  
Bank Bills, on demand ..... 2/9 1/2  
Bank Bills, at 4 months' sight ..... 2/10 1/2  
Credits at 4 months' sight ..... 2/10 1/2  
Documentary Bills, at 4 months' sight ..... 2/10 1/2  
On Paris—  
Bank Bills, on demand ..... 1/54  
Credits, at 4 months' sight ..... 3/64  
On India, T. T. .... 220  
On Demand ..... 220 1/2  
On Shanghai—  
Bank, T. T. .... 72  
Private, 30 days' sight ..... 72 1/2

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. & Mrs. Armstrong. Mr. & Mrs. Raynsul.  
Miss Armstrong. Mr. J. J. Ruten.  
Mr. R. J. Bennett. Mr. C. Schults.  
Mr. R. Bright. Mr. P. Shadgett.  
Mr. & Mrs. Chapman. Mr. F. Shean.  
Mr. & Mrs. Cohen. Mrs. Smith.  
Mr. S. N. Cohen. Mr. P. Stanbury.  
Mrs. Davlin. Hon'ble Sir Julian Salomons, Q.C.  
Mr. G. Fenwick. Capt. and Mrs. de  
Mr. W. M. Goodman. Capt. A. Tillet.  
Mr. Keith M.B., J.M. Mr. J. Turner.  
Mr. F. Layburn. Mr. & Mrs. Walkinshaw.  
Mr. and Mrs. L. rd. Capt. Watson, R.N.  
Mr. R. Lyall. Mr. F. Webb.  
Mr. Leigh Lynch. Miss Webb.  
Mr. J. MacG. egor. Mr. Wohlfaht.  
Mr. T. Mitchell. Mr. Wohlfaht.  
Mr. E. A. Messer. Mr. Wohlfaht.  
Mr. H. Muhlenghaus. Mr. Wohlfaht.  
Mr. G. S. Qall. Mr. Wohlfaht.  
Mr. C. Rait.

## CHINA COAST METEOROLOGICAL REGISTER.

21st April, 1892.—At 4 p.m.

STATION.	Barom.	Therm.	Humid.	Wind.	Weather.
Wai-tien-shan	30.00	78	85	SW	Cloudy
Tokyo	30.00	78	85	SW	Cloudy
Nagasaki	30.00	78	85	SW	Cloudy
Shanghai	30.00	78	85	SW	Cloudy
Foochow	30.00	78	85	SW	Cloudy
Amoy	30.00	78	85	SW	Cloudy
Swatow	30.00	78	85	SW	Cloudy
Hongkong	30.00	78	85	SW	Cloudy
Victoria Peak	30.00	78	85	SW	Cloudy
Canton	30.00	78	85	SW	Cloudy
Hainan	30.00	78	85	SW	Cloudy
Holow	30.00	78	85	SW	Cloudy
Haliphong	30.00	78	85	SW	Cloudy
Batavia	30.00	78	85	SW	Cloudy
Manila	30.00	78	85	SW	Cloudy
Cape St. James	30.00	78	85	SW	Cloudy

22 d April, 1892.—At 10 a.m.  
Barometer has risen. Gradual increase in temperature. Wind from the south-east. Weather overcast, with thunderstorms and rain. At 10 a.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 11 a.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 12 noon the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 1 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 2 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 3 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 4 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 5 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 6 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 7 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 8 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 9 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 10 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 11 p.m. the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy. At 12 midnight the barometer stood at 30.00. The thermometer at 78. The humidity at 85. The wind at SW. The weather at Cloudy.

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with the American mail of the 1st instant, left Yokohama to-day at 6 p.m., and may be expected here on or about the 28th.  
**THE CANADIAN MAIL.**  
The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama on the 21st instant for Kobe, Shanghai and Hongkong.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Thetis*, from Bombay, left Singapore on the 20th instant at 6 p.m., and may be expected here on the 27th.  
The D. D. R. steamer *Dolphin*, from Hamburg, left Singapore on the 20th instant, and is due here on the 27th.  
The P. & O. S. N. Co.'s steamer *Gwalior* left Bombay on the 14th instant, and may be expected here on the 22nd proximo.  
The P. & O. S. N. Co.'s steamer *Tehran* left Bombay on the 20th instant, and may be expected here on the 28th proximo.  
The P. & O. S. N. Co.'s steamer *Canton* left London on the 11th instant for this port.

## Shipping.

**ARRIVALS.**  
DECIMA, German steamer, 955, C. Christensen, 21st April, Saigon, 17th April, Paddy.—Siemssen & Co.  
PAKSHAM, British steamer, 835, J. Jenkins, 21st April, Saigon, 17th April, Rice—Hup Hing Hong.  
ACTIV, Danish steamer, 355, H. Hygom, 21st April, Haiphong, and Saigon 20th April, General.—A. R. Marry.  
PRINCE, British steamer, 1,852, Wilding, 22nd April, Liverpool 22nd March, and Singapore 15th April, General.—Butterfield & Swire.

ARDGAY, British steamer, 1,080, J. Thom, 22nd April, Newchwang, and Chefoo 16th April, Peas, Oil and General.—Jardine, Matheson & Co.  
CHELYDRA, British steamer, 2,477, Cass, 22nd April, Saigon 16th April, Penang, 13th, and Singapore 16th, General.—Jardine, Matheson & Co.  
PEKINGO, German steamer, 954, F. Schultz, 22nd April, Canton, 22nd April, General.—Siemssen & Co.  
THISBE, Austrian steamer, 1,789, F. Kozovich, 22nd April, Shanghai 18th April, General.—D. Sassoon, Sons & Co.  
DENBIGHSHIRE, British steamer, 1,612, H. N. Vyvyan, 22nd April, Kobe, and Kuchino 16th April, General.—D. Sassoon, Sons & Co.  
SURAT, British steamer, 1,464, R. J. Sleeman, 22nd April, London 25th March, Bombay 6th April, and Singapore 17th, Mails and General.—P. & O. S. N. Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
Haiphong, French steamer, for Haiphong.  
Canton, German steamer, for Haiphong.  
Phra Chula Chom Kiao, British steamer, for Swatow, &c.

**DEPARTURES.**  
April 21, *Velas*, German steamer, for Canton.  
April 22, *Deuteros*, German steamer, for Karatsu.

**PASS-ENGERS—ARRIVED.**  
Per *Chelydra*, str. fr. Calcutta, &c.—Mr. and Mrs. Johnstone, Messrs. Maitland, Wallace, Townsend, and 500 Chinese.  
Per *Arday*, str. fr. Newchwang, &c.—1 Chinese.  
Per *Prinam*, str. fr. Liverpool, &c.—Mr. G. F. Graham, and 28 Chinese.  
Per *Pakshan*, str. fr. Saigon.—25 Chinese.  
Per *Decima*, str. fr. Saigon.—3 Chinese.  
Per *Surat*, str. fr. London for Hongkong.—Mr. and Mrs. Simpson, Mr. Simson, Jr., Mr. and Mrs. Howell, M. van Nicrop, Miss Humphries, Surgeon Captain J. R. Stewart, Captain J. M. Quibbe, Messrs. R. Livesy, W. H. Omerod, H. S. Cooke, W. Blayney, J. R. Logie, and M. Macgregor. From Brindisi.—Vice-Admiral Hon. Sir E. Fremantle, K.C.B., Messrs. J. C. Coswold, G. Cowland, and Macgregor. From Bombay.—Captain Nicholson, Major Blakeney, Lieut. Sutton, Lieut. and Mr. A. Calderwood. From Colombo.—Mr. A. Featherstonehaugh. From Penang.—6 Chinese. From Singapore.—Mr. and Mrs. J. F. Pitt, Colonel and Mrs. O. Graham, and 7 Chinese. From London for Shanghai.—Messrs. J. Welch and J. Dodgson. From Brindisi.—Mr. and Mrs. Clark, W. S. King, and C. Schler. From Melbourne.—Messrs. J. and B. Marks. From Singapore.—Mr. S. J. Speshloff, from London for Kobe. Rev. H. S. Morris. From London and W. M. Hughes. From Brindisi.—Hon. Lady Grey Egerton and daughter. From Manila.—Mr. C. F. B. Force. From Bombay.—Lieut. R. Sloane Stanley, and Mr. J. M. Shields. From Penang.—Miss Buswell, and Mr. Butler.

**DEPARTED.**  
Per *Namoa*, str. fr. Amoy.—Mr. De la Touche. For Foochow.—Messrs. M. and V. Galton.

**REPORTS.**  
The German steamship *Decima* reports that she left Saigon on the 17th instant. Had fine weather.  
The British mail steamship *Surat* reports that she left London on the 25th ultimo, Bombay on the 6th instant, and Singapore on the 17th. Had fine weather.  
The British steamship *Arday* reports that she left Newchwang, and Chefoo on the 16th instant. Had light wind and fine weather to Ternaboot; thence heavy rain and thick weather.  
The British steamship *Prinam* reports that she left Liverpool on the 12th ultimo, and Singapore on the 17th instant. Had light variable winds and fine weather throughout to the islands. Anchored at 1.30 p.m.  
The British steamship *Danbighshire* reports that she left Kobe, and Kuchino on the 16th instant. Had very smooth sea all the way and light variable southerly winds and mild weather. Dense fog from Ternaboot to port.

## Post Office.

**A MAIL WILL CLOSE.**  
For Hallow and Haiphong.—Per *Haiphong* to-morrow, the 23rd instant, at 11.30 A.M.  
For Singapore and London.—Per *Danbighshire* to-morrow, the 23rd instant, at 11.30 A.M.  
For Shanghai.—Per *Kwangles* to-morrow, the 23rd instant, at 3.30 P.M.  
For Amoy and Manila.—Per *Sunghang* to-morrow, the 23rd instant, at 4.30 P.M.  
For Swatow, Amoy, and Taiwan.—Per *Tha. 1* to-morrow, the 23rd instant, at 5 P.M.  
For Shanghai.—Per *Prinam* to-morrow, the 23rd instant, at 5 P.M.  
For Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Alila* to-morrow, the 23rd instant, at 5 P.M.  
For Singapore and Java.—Per *Hupha* on Sunday, the 24th instant, at 9 A.M.  
For Singapore and London.—Per *Myrmidon* on Tuesday, the 26th instant, at 10.30 A.M.  
For Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tissin* on Tuesday, the 26th instant, at 1.30 P.M.

For Singapore.—Per *Heperia* on Wednesday, the 27th instant, at 3.30 P.M.  
For Europe, &c., India via Bombay.—Per *Polia* on Thursday, the 28th instant, at 11 A.M.  
For Yokohama and San Francisco.—Per *Oceanic* on Thursday, the 28th instant, at 6.30 P.M.  
For Nagasaki, Kobe, and Yokohama.—Per *Verona* on Friday, the 29th instant, at 5 P.M.  
For Europe, &c., &c.—Per *Prussia* on Saturday, the 30th instant, at 5 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
ADEN, British steamer, 2,517, W. L. Brown, 20th April, Shanghai 11th April, General.—P. & O. S. N. Co.  
AIRLIE, British steamer, 1,494, Winthorpe Ellis, 22nd April, Kobe 15th April, General.—Gibb, Livingstone, & Co.  
ALWINE, German steamer, 400, C. Petersen, 20th April, Pakhoi 17th April, and Hoihow 10th, General.—Wieler & Co.  
CHUSAN, German steamer, 719, W. Wendt, 18th April, Bangkok 11th April, Rice and General.—A. R. Marry.  
CICERO, British steamer, 1,030, A. George, 20th April, Saigon 15th April, General.—Wo Kce.  
COSMOPOLIT, German steamer, 551, W. T. Schaefer, 20th April, Macao 20th April, General.—Wieler & Co.  
FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.  
FORMOSA, British steamer, 674, T. Hall, 17th April, Tamsui 11th April, Amoy 13th, and Swatow 16th, General.—D. Laprak & Co.  
HAINAN, German steamer, 641, J. Samuelsen, 20th April, Canton 20th April, General.—Melchers & Co.  
KONG HING, British steamer, 862, Jackson, 21st April, Probolinggo 11th April, Sugar.—Butterfield & Swire.  
KWANGLEE, Chinese steamer, 1,508, R. Lincoln, 21st April, Canton 21st April, General.—C. M. S. N. Co.  
HAIPHONG, French steamer, 874, Fauran, 20th April, Haiphong 17th April, and Hoihow 19th, Rice and General.—Messageries Maritimes.  
MALACCA, British steamer, 2,615, P. W. Case, 20th April, London, via Bombay, and Singapore 14th April, General.—Butterfield & Swire.  
MONGKUT, British steamer, 850, Geo. Anderson, 20th April, Bangkok 11th April, and Koh-chang 13th, General.—Yuen Fat Hong.  
MOYUNE, British steamer, 1,714, Hogg, 21st April, Liverpool 13th March, and Singapore 15th April, General.—Arnold, Karberg & Co.  
NORMANIA, British steam-yacht, 287, R. Pomphrey, 4th April, from Shimonski.—Owner.  
OCEANIC, British steamer, 1,708, W. M. Smith, 19th April, San Francisco 24th March, and Yokohama 14th April, Mails and General.—P. & O. S. N. Co.  
PERRONSHIRE, British steamer, 1,716, G. Phillet, 20th April, Saigon 16th April, R. Co and Paddy.—Dodwell, Carilli & Co.  
PHRA CHULA CHOM KIAO, British steamer, 1,072, J. A. Morris, 17th April, Bangkok 18th April, and Koh-chang 10th, Rice and General.—Yuen Fat Hong.  
PILOT FISH, British steamer, 161, A. Stanpal, Hongkong and Whampoa Dock Co.  
RIO, German steamer, 1,009, F. P. Ulders, 19th April, Saigon 15th April, Rice.—Wieler & Co.  
SUNGKIAN, British steamer, 594, C. B. N. Dodd, 21st April, Manila 18th April, General.—Butterfield & Swire.  
THALES, British steamer, 820, J. Lewis, 21st April, Taiwan 18th April, Amoy 19th, and Swatow 20th, General.—D. Laprak & Co.  
TORRINGTON, British steamer, 1,463, Geo. R. Bewick, 2nd Feb., Hamburg, 21st Jan. 1901, Coal and General.—Dodwell, Carilli & Co.  
TSHAN, British steamer, 2,507, W. N. Allison, 18th April, Canton 18th, General.—Butterfield & Swire.

## SAILING VESSELS.

ALTAIR, British bark, 369, T. Munro, 24th March, Singapore 22nd January, Timber.—Wieler & Co.  
ERLKONSHIRE, Chinese bark, 457, Opium Examination hull, Stonecutters' Island.—Chinese Customs.  
GAZELLE, German bark, 216, J. Owen, 16th April, Fremantle 10th Feb., Sandalwood.—Siemssen & Co.  
ICEBERG, American ship, 1,111, W. F. Treat, 11th April, New York 15th Sept., Kerosene Oil.—Order.  
J. WELBY, German bark, 247, G. Schieders, 17th March, Islat Marina Islands via Yoo 3rd Feb., General.—Siemssen & Co.  
JOSEPHUS, American ship, 1,490, Smithwick, 25th Jan., New York 14th August, Kerosene Oil.—Order.  
SVALPHIDEN, Norwegian schooner, 102, A. Amundsen, 16th April, Fremantle 10th March, Sandalwood.—Gillman & Co.  
WM. H. SMITH, American ship, 1,008, R. B. Brown, 16th March, New York 10th Oct., Kerosene Oil.—Jardine, Matheson & Co.

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.







## Intimations.

## DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS

AND

## AERATED WATER MANUFACTURERS.

THE Factory is fitted with a Steam Plant of the most improved type equal to that of a first class English concern.

## MANUFACTURED DAILY—

SODA WATER in Bombay Sired Bottles,

LEMONADE,

TONIC WATER,

GINGER ALE, Belfast flavour,

SARSAPARILLA,

PHOSPHORINE,

LEMON SQUASH.

Nos. 22 &amp; 24, QUEEN'S ROAD CENTRAL.

## A. S. WATSON &amp; CO., LD.

## WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering, it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Case.
A. Alto Douro, good quality, Red Capsule	10	110
B. Vintage, superior quality, Red Capsule	12	130
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	150
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottles)	18	150

## SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C. Mansalini, Pale, Natural Sherry, White Capsule	10	1.00
C.C. Superior Old Dry, Pale, Natural Sherry, Red Seal Capsule	10	1.10
D. Very Superior Old Pale Dry, choice Old Wine, White Seal Capsule	12	1.10
E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottles)	14	1.25

## CLARETS.

A. Superior Breakfast Claret, Red Capsule	4	0.40
B. St. Estephe, Red Capsule	4.50	0.50
C. St. Julien, Red Capsule	7	0.70
D. La Rose, Red Capsule	11	0.80

## MADEIRA, HOCK AND CHAMPAGNE.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

## BRANDY.

A. Hennessy's Old Pale, Red Capsule	13	1.30
B. Superior Very Old Cognac, Red Capsule	15	1.40
C. Very Old Liqueur Cognac, Red Capsule	20	1.75
D. Hennessy's Fine Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

## SCOTCH WHISKY.

A. Thorne's Blend, White Capsule	8	0.75
B. Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C. Watson's Abouir-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Very Old Liqueur	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

## IRISH WHISKY.

A. John Jameson's Old, Green Capsule	8	0.75
B. John Jameson's Fine Old, Green Capsule	10	1.00
C. John Jameson's Very Fine Old, Green Capsule	12	1.10
D. Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00

## GIN.

A. Fine Old Tom, White Capsule	4.50	0.40
B. Fine Unsweetened White Capsule	4.50	0.40
C. Fine A. V. H. Geneva	5.35	0.50

## RUM.

Fine Old Jamaica, Violet Capsule	12	1.00
Good Lecard Island	1.10	per Gallon

## LIQUEURS.

Benedictine Maraschino, Curacao, Herberg's Cherry Cordial, Chartreuse, Dr. Siegen's Angostura Bitters, &amp;c.

PRICES ON APPLICATION.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841

Hongkong, 4th February, 1892.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, APRIL 22, 1892.

## TELEGRAMS.

## MR. GOSCHEN AND THE BUDGET.

LONDON, April 19th. The Chancellor of the Exchequer, in his speech on the budget said that since the year 1889 nearly fourteen millions sterling have been expended for naval defences.

## GLADSTONE ON FEMALE SUFFRAGE.

April 20th. Mr. Gladstone has issued a pamphlet directed against the granting of Female Suffrage, in which he declares that neither the public nor the women themselves desire any such reform.

## SOCIALISM IN LONDON.

April 21st. The police have seized a press and a quantity of material in a raid on the office of a Socialist organ called the *Public Weal*. Papers were found advocating the murder of the Home Secretary, Mr. Justice Hawkins, and others.

(Special to Hongkong Telegraph)

## THE MACAO TROUBLE.

PEACE RESTORED. MACAO, April 22nd, 9.30 a.m. Everything has been settled amicably between the Chinese traders and shopkeepers and the Macao Government. The shops in the Bazaar have been re-opened and business resumed in the usual way.

## LOCAL AND GENERAL.

THE Banque de l'Indo-Chine at Saigon is about to issue one-dollar notes.

DR. DOBRICK says in his weather report to-day that "the weather is overcast." Great Scott! Are we going to have rain, too?

A SLIGHT shock of earthquake was felt in Hongkong this morning at 9.40, lasting about 5 seconds. No damage is reported.

THE export of rice from Saigon is going on apace. When the last mail left, there were ten English and German steamers loading rice in the Saigon river.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE steamer *St. Petersburg* of the Russian Volunteer Fleet arrived in Singapore on the 14th from Odessa, with 13 passengers and 731 prisoners for Vladivostok. She left next day.

OWING to pressure of space our report of the shooting competitions at Kowloon, our opinion of Capt. Rumsey and his very own shipping law, the latest Pahang news, and much more interesting matter, is held over.

He thought, and always had thought, that he was a humorist.

"What quantities of dry grasses you have collected, Miss Jones! Nice room for a donkey to get into!"

"Make yourself at home," she said, sweetly.

THERE was a frank simplicity about the Portuguese railway windfall, the *Sydney Bulletin* writes. It doesn't appear that the management paid extravagant prices for land, or took a heavy commission on orders for rolling-stock. Somebody went to the sales and stole \$1,120,000 sterling.

THE maiden trip of the *Nankin* to Macao has been postponed until Sunday when she will leave West Point wharf at 8 a.m., returning from the Holy City about 3 p.m. Given due weather and a smooth sea the trip should prove a most enjoyable day's outing. Tickets for the round trip are procurable at 53, Bonham Strand, West.

It is reported that the China Navigation Co.'s Canton river steamer *Hankow* has lately lost a considerable amount of Chinese support—doubtless in consequence of the inconvenience caused by the wharf trouble. It is further stated that the Chinese are demanding a monthly rental of \$800 for the use of the wharf, which is just eight times the amount formerly paid.

THE San Francisco *Chronicle* pleasantly suggests that "if General Gourko is the wreck of the *Vostok* Zaiting describes him to be, some nihilist ought to put an end to his career at once. A man who deliberately proposes to punish the innocent with the guilty in order to stamp out a deadly uprising does not deserve to live. Dynamite is too good for him."

ALL the officials and leading citizens of Hanoi, Halphong, and the other towns in Tonkin and Annam, are busy organising *finis*, dances, concerts, dinners, &c., in honour of the Russian prince who has come to them through Siberia and China, and whose name is variously given as Wlasensky, Wlasensky, Wlasensky, Wlasensky, Wlasensky, and a few other variations.

OUR esteemed morning contemporary seriously gives its allegiance to a home paper which suggests in cold blood that "Hongkong might resort to Customs duties, tannage dues, income tax and various other sources of revenue which are made use of in other places." All, Hongkong might hit a millionaire round his neck and run violently down a steep place into the sea, like the gentleman mentioned in the Bible did.

"A RESIDENT" would like to know why cargo-boats and lighters are allowed to lie alongside the starboard stern-gangway of French mail steamers, thereby preventing launches from coming alongside the steps leading up to the deck. All we can say is that the customs-master and officer of the watch should keep the gangway clear and if they don't a complaint at the Messageries Maritimes office should have the desired effect.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Barrack Square, this evening, commencing at 7.30 p.m.:—

Polka—"The Goodnight" (H. J. Williams)  
Pavane—"The Goodnight" (H. J. Williams)  
Schottische—"The Goodnight" (H. J. Williams)  
Lancers—"The Goodnight" (H. J. Williams)  
Valse—"The Goodnight" (H. J. Williams)  
Crescendo—"The Goodnight" (H. J. Williams)

BARON M. W. de Housen and Mr. Hastings at the Police Court to-day, Chan Kam, master of a small trading junk, was charged with leaving his anchorage during prohibited hours without a special permit, a clearance, or an anchorage pass, on the 19th inst. It was proved by the police that he left the anchorage at 7.30 p.m., in the direction of the Chinese wharf, with a side wind, having on board 2000 cwt of salt, valued at over 25 taels. The junk was of 120 tons, worth \$300. He pleaded that he only wanted to shift his anchorage, but it would not wash, and he was fined \$5, junk and cargo being forfeited.

At the Magistracy to-day, before Mr. Hastings, a coolie who had been employed two years at the Taihook Sugar Works, at Quarry Bay, was sent to gaol for six weeks for stealing ten brass couplets, which were in his charge, about two months ago.

It is reported from San Francisco that the two 800-ton 20-knot steamers now on the Union Ironworks Company's stocks are being built to the order of the Pacific Mail Steamship Co., who intend running them on the "Peking-Hongkong" line instead of the *City of Rio de Janeiro* and *City of Peking*, which will be transferred to the Panama route.

OUR Shanghai morning contemporary of the 18th inst. says: "A telegram was received here on Saturday morning from Hongkong, announcing the disappearance of the comrade of a large English firm in that colony." And who was the lucky man? A true saying is that about having to go far abroad to obtain news of what takes place at home.

At the Magistracy to-day a Chinese rice-pouder was charged with boarding the German steamer *Peking* on the 17th inst. and attempting to commit a theft. He was caught in the act of cutting a rope which secured a large jar of oil. A knife and a picklock were found on him. He was sent up for 90 days as a rogue and vagabond, having been previously convicted.

THE value of respectability—Archbishop Whateley once said: "I have always held that two and two made four, yet if a person of known respectability came to me and said that he had discovered that they do really make five, I should certainly hear all his arguments." We wonder what the Archbishop's opinion would have been had a Peking mining expert like Becker told him that little yarn!

We are glad that our morning contemporary made some use of the *Telegraph*'s news from Macao in its issue of this morning. But, *Gentlemen*, why didn't you perpetrate a wholesale job, instead of emasculating news that was both interesting and important? You were quite welcome, dear, and you always will be, to make use of our columns to keep you somewhere near the surface of local journalism. We have the greatest veneration for journalistic antiquities that have lost grip, and should be sorry to see you reach the very low level of the *China Mail*.

We are advised by the Secretary of the Punjom Mining Company of the receipt of the following advices from the mine:—"The result of last month's crushing at Jalla Min, Punjom, was the best yet obtained, viz.—1248 ounces of bullion from 97 tons treated. The small quantity crushed was due to repairs being made to the dam. The mill continues to work in an unsatisfactory manner, assays of tailings showing a loss of over half an ounce to the ton. These results show the increasing richness of the mine as it continues to be opened out and explored."

In the Supreme Court, Singapore, on the 13th inst., in the case of James Butler *versus* The Rabo Australian Syndicate, which was a claim for wages alleged breach of contract, Mr. Justice Goudy gave judgment for the plaintiff for \$156.60 and costs. His lordship said the plaintiff was entitled to his wages from the 21st October to the 13th December, his pay for a certain amount, and full pay at Raub. Against the defendant was entitled, as a set off, to plaintiff's half pay and the expenses of his passage money to Raub. This amounted to a verdict for the plaintiff for \$156.60 and costs.

In our issue of the 14th inst. we stated that two small Chinese gunboats left Hongkong that day for Canton loaded with Japanese copper consigned to the City of Raub. We now learn that the copper in question was brought down from Japan in the *Ansona* and that it amounted to 50 tons of the base metal—25 tons being stored in each one of the Viceroy's two non-descript vessels of war. As the copper was taken from lighters in broad daylight it is reasonable to presume that the Harbour department, or whatever department is responsible for collecting the Light Dues from the Canton authorities which were chargeable to their vessels as soon as they became freight vessels.

THE art critic, who wrote nearly a column and a half of dreary and senseless twaddle in this morning's *Daily Press* on an amateur theatrical performance, very high-toned (in style) but four-vaire (in merit) that took place in the City Hall last night, has made a most wonderful discovery—*even more wonderful than the silver locket at the Peak or the gold plate that does not glitter in Queen's Road*. He says that Mr. Caldwell, who played the comic character in the farce, is a "horn comedian." It has taken Hongkong play-goers and critics over thirty years to find out this interesting revelation. And now we want the *Daily Press* to tell us what sort of an animal a "horn comedian" is. He is unknown on the professional stage.

INQUIRER—Yes, the person you name was one of the seven jurors who, out of personal malice and against a preponderant weight of evidence, awarded the biggest blackguard this colony has ever known—perhaps with the exception of his legal supporters—a verdict of \$3,000 for alleged libels which were absolute truths. And you are also quite accurate in your belief that it was the *Hongkong Telegraph* that pulverised the proposed "Stock, Shares and Debenture Investment Corporation, Ltd.," as we have had more than one similar imposition on a good-natured public. We have never condescended to trouble ourselves with decaying carion, believing that restitution, if slow, is sure—and we can bide our time. Mr. Inquirer, do you remember those well-known words of a once eminent man on the Justice of Retribution?—"Most just it is that he who breathes mischief should have the first draught of it himself!" History repeats itself always.

BARON M. Hastings at the Magistracy to-day a chase coolie, employed by Mr. Wotton, collector, for over two years, summoned a *huking* for assault. From the evidence for the prosecution it appeared that on the 17th the constable spoke to the plaintiff as he was sitting in front of a coolie lodging house in Shelley Street, where he lived, and asked him to go and get one of his headlamps. He refused to go and get one, whereupon the *huking* threatened to chop his head off. It was evening, and the officer would be wearing a sword-bayonet with his uniform. Then the policeman, it was alleged, struck the prosecutor several times and took him to the police station, tearing his jacket on the way. At the police station he was released, Mr. Wotton gave evidence that the coolie came to him with a face swollen, as if he had been to a boxing match, and that he had been assaulted, and his jacket was torn. For the defence it was shown that the coolie was arrested and charged with striking outside the door of the house on the public footway. Inviting people to come in and gamble. He made no complaint whatever at the time, and his face was not swollen nor his coat torn. The *huking* was then the witness for the prosecution was lying. Mr. Wotton said that at this, and asked whether the Chinese would say "what a witness!" The interpreter said it was all the same, there was nothing to show whether it was in the singular or plural; and the *huking* refused to say which he meant. The case was dismissed.

VICE-ADMIRAL FREMANTLE, the new Commander-in-Chief of the China Station, arrived here to-day by the P. & O. Co.'s steamer *Surat*.

A REGULAR Convocation of St. Andrew's Chapter, No. 218, S.C., will be held in Freemasons' Hall, Zealand Street, to-morrow evening, at 8 for 8.30 o'clock precisely. Visiting Companions are cordially invited.

SEVEN DOLLARS AND FIVE CENTS is the price which a gentleman paid yesterday at a local banking institution for every one of the forty golden sovereign which he had occasion to purchase. And still it is reported that gold will become dearer soon—a serious matter for those who have to remit to the old country.

ANOTHER of "the chosen" gone wrong. The Rev. W. Smetburn Taylor, a Burnley curate, figured in the Manchester Sheriff's Court the other day as defendant in a breach of promise action. The plaintiff, Miss Douglas, had been actively engaged in Sunday-school work, and was able to produce some amusing letters. The jury awarded her \$300. "Sunday school work" must be decidedly entertaining for religious young ladies and amatory curates.

At about noon on the 13th inst. the Straits coasting steamer *Poh Ann* was lying at the New Harbour wharf, Singapore, when she was run into by the tugboat *Albatross*, which was being towed by the wharf by Pilot Davis. The *Poh Ann* was seriously damaged while the other vessel sustained very slight injury. The *Poh Ann* is a vessel of 485 tons register and was to have left that day for British North Borneo and the Moluccas. The *Albatross* is a new vessel of over 1,000 tons register, owned by the China Merchants' S. N. Co.

The back portion of Hampton House, Queen's Road East, which at one time was known as Goulburn's boarding-house, came down with a run at 1.30 yesterday afternoon. Fortunately no one was injured, so the Coroner won't be troubled, neither will the Mortuary keeper nor the grave-diggers; but they might have been requisitioned and the howl would have been raised—"where is the Inspector of Buildings?" And the widows and the fatherless would have been weeping and wailing and gnashing their teeth, and there would have been a great arbitration, just as there was when, three or four months ago, that three-storey house in Wellington Street came down with a run, burying a few people in the debris. At 10 o'clock this morning the Inspector of Buildings went down to examine the tumble-down building and Mr. de Jense's house next door, which is rent in twain from bottom to top, like the Temple of Jerusalem when Titus and the ancient Romans played "old Harry" with that antiquated structure.

The Legislative Council will meet on Monday, 25th April, at 3 p.m., business:—Questions, Hon. T. H. Whitehead? Question, Hon. C. P. Carter? Resolution, Hon. T. H. Whitehead.

First reading of a Bill entitled "An Ordinance to amend Ordinance No. 4 of 1865, relating to offences against the person."

First reading of a Bill entitled "An Ordinance to repeal Ordinance No. 19 of 1890 and to amend 'The Dangerous Goods Ordinance, 1873.'"

Second reading of the Bill entitled "An Ordinance to amend Ordinance No. 15 of 1888, entitled 'The Rating Ordinance, 1888,' and Ordinance No. 16 of 1889, entitled 'The Waterworks Ordinance, 1889.'"

Second reading of the Bill entitled "An Ordinance to amend 'The Bankruptcy Ordinance, 1891.'"

Second reading of the Bill entitled "An Ordinance to provide for the due performance of divine worship and other services in accordance with the rites of the Church of England at St. John's Cathedral, at Victoria in this Colony, and elsewhere, to incorporate a Church Body, to vest the said Cathedral in such Body and for other purposes in connection therewith."

Second reading of the Bill entitled "An Ordinance for the establishment and incorporation of the Chinese Society for the Protection of Women and Children, commonly known as 'The Po Lung Kuei.'"

## SUPREME COURT.

## IN SUMMARY JURISDICTION.

(Before Mr. Fielding Clarke, Puisne Judge.)

April 22nd.

ROSE V. McDERMOTT.

In this action, which has been several times adjourned, plaintiff claims \$1,000 wages due. Mr. Holmes was for the plaintiff and Mr. Wilkinson for the defendant.

Mr. Holmes stated that the defendant died on Monday, and believed Dr. Walker, the vice Consul for the United States, was his executor. He therefore asked for an adjournment in order to amend the writ so as to make Dr. Walker defendant.

Mr. Wilkinson agreed, and the case was accordingly adjourned.

## ANOTHER LAUNCH PROSECUTION.

## THE STEAM LAUNCH COMPANY LET OFF.

This morning Man Shan, master of the Steam Launch Company's launch *Prudence*, was brought before Capt. R. Murray Rumsey, Harbour Master, and charged with carrying passengers outside the limits of the harbour on the 18th inst., without a license to do so.

Alexander Niven, P. S. 96, said that, at 7.30 a.m. on the 18th inst., I saw the launch in question running down the central fairway in an W. direction. I stopped and boarded her near the boundary of the fairway. I counted the passengers—finding 23 adults and 3 children—and asked for her license. The captain told me the license was at the Harbour Office. He went on in the direction of Cap-sul-mun. I produced the register of licenses. I have not seen the *Prudence*'s license at all. The register shows that the *Prudence* is licensed to carry 21 passengers within the waters of the Colony. There were 26 on board, the 19th inst. I saw the *Prudence* go well outside the harbour limits, and she returned about 3 p.m. from the direction of Cap-sul-mun. On being asked what he had to say the defendant replied in the negative. He would not question anything the Sergeant had stated.

J. V. P. de Jense said he applied for a new license on the 25th March. He was told on Tuesday, the 19th inst., that he could not get an outside license. On the Saturday, prior thereto he was told to call again. He did so on the 16th, and was told by the Surveyor that no license could be given because the launch did not carry boats, &c. On Monday the 18th he was under the impression that he would get an outside license in due course from what Mr. Dixon had said prior thereto. He then had in his possession a certificate, or not, from Mr. Dixon stating that the launch had passed the examination. George Alvin, second clerk in Harbour Office, said that the *Prudence*'s last license expired on the 14th April, 1892. A new license to carry passengers within the waters

of the Colony was issued on the 20th. Her survey papers were dated the 9th inst. The application was for a license to carry passengers within the waters of the Colony. Mr. de Jense told him he made verbal application to Mr. Dixon for a survey in order that the launch might carry passengers within the waters of the Colony.

Mr. de Jense, aforementioned, said he was never told that an "outside license" would be refused until the 19th inst. He fully believed that he would get it in due course.

Robert Dixon, Acting Government Marine Surveyor, said he remembered the *Prudence* coming under survey for a certificate. The application was made on the 6th inst.

The Court—Do you know anything about an application on the 25th March?

Witness—No, I don't remember it. I surveyed the *Prudence* after being repaired, and sent a declaration to the Company on the 9th. That was in respect to a license to carry passengers in the waters of the Colony. On the 16th, the Secretary of the Company came to me and asked for a survey to carry passengers outside the waters of the Colony. He called again on Tuesday the 19th, and I then told him for the first time that before he could ply outside it would be necessary to provide the launch with sampans enough to carry all passengers, and two more life-boats as well. He then said he would have the application. The letter produced is in my handwriting. It is a copy of the *Prudence* was passed by me on the 9th inst. I issued the certificate to avoid delay to the owners while the necessary license was being made out.

The Court—Had you told the Secretary on the 16th that you could not pass his launch for an outside license then it is probable that this case would never have come into Court.

Witness said, in reply, that the Company must be fully cognisant of the law. It is a matter of fact. The Court—People jump to conclusions, which are often errant. It is probable that were people to read the Ordinance there would be less trouble. If people can't read the Ordinance then we must read it to them. Of course the law should be known. As a matter of fact inside and outside licenses have been issued since 1879. There's nothing new in it, at all.

JUDGMENT.

It appears that the original application was for an inside license and for this the launch was surveyed and passed. When passed, to avoid the inconvenience of delay to the owner, the Government Marine Surveyor gave a written certificate to the effect that the launch was fit to run and that the license would issue in due course. But the owner appears to have wanted to run outside the waters of the Colony and he did so on the strength of the "certificate of convenience," merely mentioning to the surveyor that he was going to apply for an outside license. This was an abuse of the certificate, and if the Government Marine Surveyor had then told him that he could not have an outside license without the addition of a boat and two life-boats, at the time of his mentioning that it was his intention to apply for an outside license, I should have dismissed the case with a caution this time.

ADJUDGMENT.

Captain Rumsey addressed the defendant as follows, after delivering judgment:—

There is, rather, an excuse—in this than in many cases. There is nothing new in this case. There seems to be, there may possibly be, an impression that something has been "sprung" upon the Company about this launch license. Well, for a long time, as long as I have been here, there have been inside and outside licenses—the only difference is that we have brought in a second outside license for local trade purposes. But there has been nothing new about this case. To save your launch inconvenience the Government Surveyor gave a tentative certificate which I as Harbour Master will have to watch in future, because it has been abused for the convenience of the Company. A certain thing is done and it is abused; the next time an application of this sort is made and it is refused there will then be an outcry about the inconvenience.

Mr. de Jense—My full intention was to obtain a license for inside and outside.

Capt. Rumsey—I cannot tell what your intention was. You are quite able to know what it was you wanted, as it is all laid down in black and white. But on getting a tentative certificate to run inside the waters of the colony you go and run outside. It does not seem to be quite fair.

## THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING CO., LD.

The ordinary half yearly meeting of shareholders in this Company was held to-day.

Mr. J. Orange presided and there were also present Messrs. D. Gilles, G. Fenwick, T. R. Davies (Secretary), E. Jones Hughes, G. Murray, Bala, R. Fraser-Smith, A. G. Gordon, G. Holmes, E. Burnie, E. Osborne, E. W. Fenwick, M. B. Potholwalla, R. S. Judah, P. B. Camu, C. C. Anderson, M. G. Parlane, J. R. Michael, D. Warren Smith, N. Nolan, and A. O. Gordon (Secretary).

The Chairman said—Gentlemen, as mentioned in the report this meeting is held very late and the accounts of course do not give the present position of the Company. We have now in hand only about \$11,000 and there are expenses to meet. With this small sum it is felt that the fund-raising operations must cease and that the funds remaining must be used as best as possible to meet only absolutely necessary expenses and to keep the Company, so to speak, alive.

With this view we held a private meeting of shareholders and received sanction to close work in Pahang, and we accordingly instructed Mr. Hardie to take the effect. We were exceedingly sorry to receive the resignation of Mr. Hardie, who has been an invaluable aid to this company, and in whose hands our affairs were always secure. We







